BOSTON REDEVELOPMENT AUTHORITY

planning department

HALLET STREET DUMP STUDY

HALLET STREET DUMP

July, 1970

Boston Redevelopment Authority

Planning Department

DORCHESTER District Planning Program

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I. BACKGROUND

The Hallet Street Dump site, which contains over 55 acres with the inclusion of the adjacent underutilized parcels, represents one of the largest remaining underdeveloped sites in the City of Boston. At present, the dump and a drive-in theater share the site, which is cut off from the rest of Dorchester by the Penn Central railroad tracks and the Southeast Expressway. (See Maps 1 & 2).

In the past, developers have expressed interest in the Hallet Street Dump site as a possible location for housing, office space, or even a sports stadium. It seems clear that, since the scarcity of vacant and underutilized land makes the Hallet Street site one of the City's most precious resources, the eventual pattern of development should use this resource to its fullest advantage, both for the City and the Community.

II. PURPOSE OF REPORT

This study has been undertaken to analyze both the site and the neighborhood within which it lies, to determine both City and Community needs at that location, and to suggest a number of development objectives and alternatives for development to fulfill these objectives.

While the report suggests ways in which these objectives can be pursued at the Hallet Street location based on an analysis of both the particular site and community and city needs, the proposals set forth should be regarded as preliminary and open for discussion and modification. Thus, they do not constitute a plan, but rather a concept or a set of ideas from which the Dorchester community in cooperation with the City can formulate a plan.

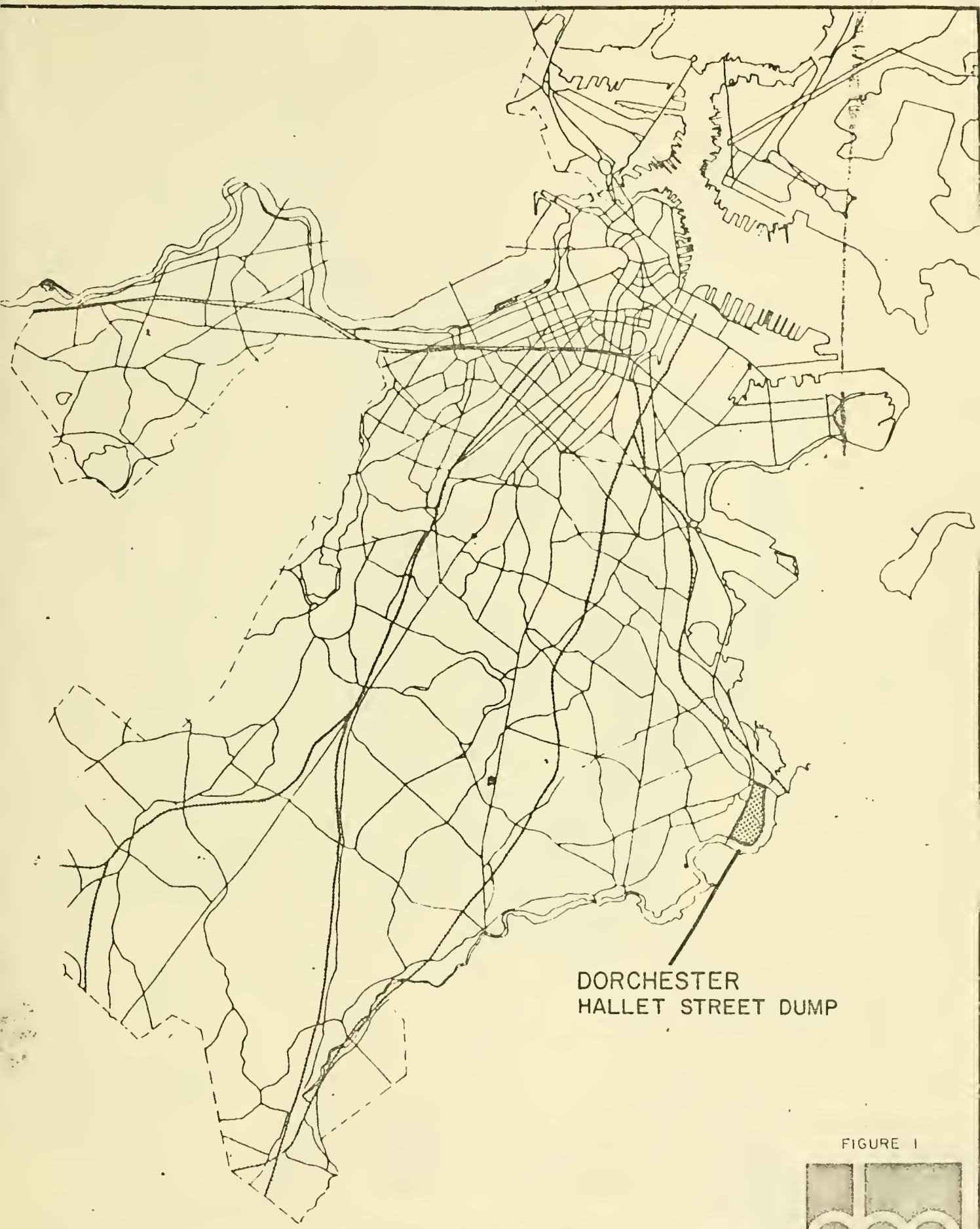
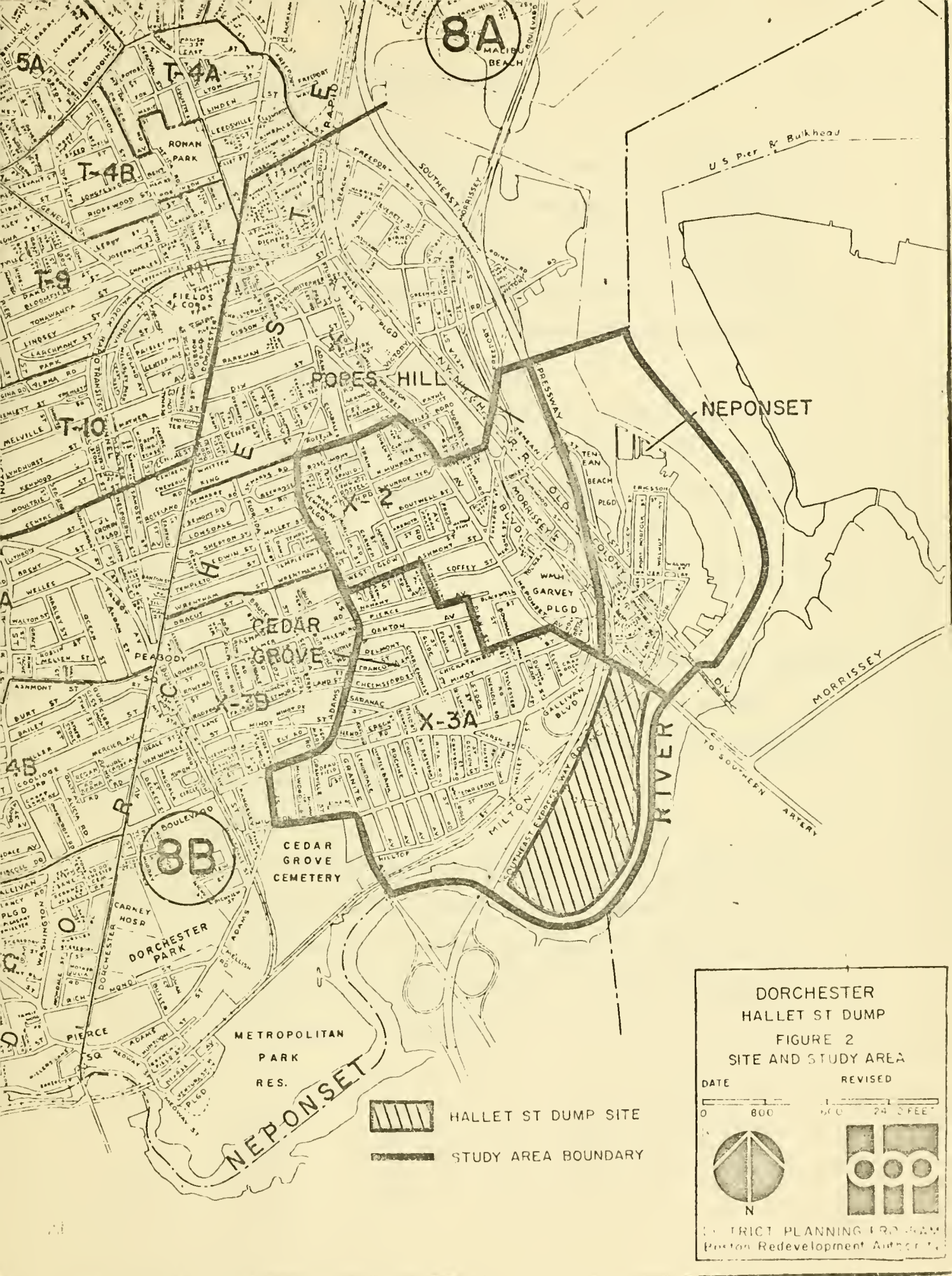


FIGURE 1

DISTRICT PLANNING PROGRAM
BOSTON REDEVELOPMENT AUTHORITY


8A
MALIBU BEACH
U S Pier & Bulkhead
T-4A
T-4B
T-9
T-10
T-3B
5A
8B
RONAN PARK
FIELDS CORNER
POPES HILL
NEPONSET
X-2
X-3A
CEDAR GROVE
CEDAR GROVE CEMETERY
DORCHESTER PARK
METROPOLITAN PARK RES.
NEPONSET
RIVER
MORRISSEY BLVD
SOUTHEAST EXPRESSWAY
MORRISSEY
TO SOUTHEEN ARTERY
GALLIVAN BLVD
MILTON
HALLET ST DUMP SITE
STUDY AREA BOUNDARY
DORCHESTER
HALLET ST DUMP
FIGURE 2
SITE AND STUDY AREA
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III. GENERAL DESCRIPTION OF THE STUDY AREA

A. Location

Although this report basically concerns itself with determining development possibilities on the Hallet Street Dump site, an analysis of the surrounding area has been included as an essential element, both because conditions in the surrounding area should help to determine development possibilities on the site and because any development on the site will have an impact on the study area.

The area chosen as the study area for this analysis includes the neighborhood most likely to be directly affected by any development on the Hallet Street site. The study area includes the communities of Pope's Hill, Neponset, and Cedar Grove, as determined in the Dorchester Report. For statistical purposes, the area is composed of census tracts X-2 and X-3A. (See Map 2)

The study area is bordered on the south and east by the Neponset River, which separates Boston from the towns of Quincy and Milton. On the west the site is bordered by Adams Street, and on the north by King Street and Pope's Hill Street.

B. Population

In terms of population size and composition in recent years, the study area has been one of the most stable in Dorchester and in all of Boston. Total population of the study area increased by four percent between 1960 and 1965, and it appears that the trend of slow growth has continued to the present. (See Table 1)

TABLE 1 - POPULATION CHANGE

Area	1960 Pop.	1965 Pop.	% Change 1960-65
Tract X-2 (Pope's Hill and Neponset)	9,389	10,076	7%
Tract X-3A (Cedar Grove)	5,573	5,491	-2%
Entire Study Area	14,962	15,567	4%
City of Boston	697,197	626,848	-9%

SOURCE: U.S. CENSUS, 1960
MASSACHUSETTS STATE CENSUS, 1965

Under-20 population, however, increased far more rapidly than total population from 1960-65. It jumped by 26% in Pope's Hill and Neponset, and it increased by 2% in Cedar Grove while total population was decreasing. The 18% total increase for the entire study area constrasts strongly with the 10% decrease for Boston as a whole. (See Table 2 a)

The rapid increase within the study area, especially in tract X-2 (Pope's Hill and Neponset) raised the under-20 population as a proportion of the total population above the Boston average. In 1960, 32% of both the City and study area populations were under 20 years of age. By 1965, the under-20 proportion had increased to 37% in the study area, while it had remained constant in the City as a whole. (See Table 2b) These figures indicate a rapid influx of larger, (and probably younger) families into the study area.

Median income for the study area, $6,480, is substantially higher than the $5,747 figure for the City as a whole. (See Table 3) Only 14% of study area families have incomes less than $4,000, compared with 27% for all of Boston; only 10% of Cedar Grove's families have incomes less than $4,000 (Table 3). However, only 16% of study area families earn over $10,000 -- an unusually low figure considering the area's high median income and quite close to the 14% figure for the City as a whole (Table 3). The figures point to the study area in 1960 as a strong working class community, with relatively few families living in poverty but with relatively few families moving into the middle class. Since then, the aforementioned influx of young families into the study

TABLE 2a - UNDER 20 POPULATION CHANGES

Area	1960 Under 20 Pop.	1965 Under 20 Pop.	% Change Under 20 Pop. 1960-65
Tract X-2 (Pope's Hill and Neponset)	3,156	3,981	26%
Tract X-3A (Cedar Grove)	1,703	1,729	2%
Study Area	4,859	5,710	18%
City of Boston	224,486	201,548	-10%

SOURCE: U.S. CENSUS, 1960
MASSACHUSETTS STATE CENSUS, 1965

TABLE 26 - UNDER 20 POPULATION CHANGES

AREA	1960 Under 20 Population as Percentage of Total	1965 Under 20 Population as Percentage of Total	Change Under 20 Pop. as Per. of Tot. Pop.
Tract X-2 (Pope's Hill and Neponset)	34%	40%	+ 6%
Tract X-3A (Cedar Grove)	31%	32%	+ 1%
Study Area	32%	37%	+ 5%
City of Boston	32%	32%	0%

SOURCE: U.S. CENSUS, 1960
MASSACHUSETTS STATE CENSUS, 1965

TABLE 3 - INCOME STATISTICS, 1960

AREA	Family Median Income	Percentage of families earning under $4,000	Percentage of families earning over $10,000
Tract X-2 (Pope's Hill and Neponset)	$6315	17%	16%
Tract X-3A (Cedar Grove)	$6711	10%	17%
Study Area	$6480	14%	16%
City of Boston	$5747	27%	14%

SOURCE: U.S. CENSUS, 1960

area might have added a more upwardly mobile element to the population.

The 1960 non-white population in the study area represents an infinitesimal proportion of the total. While the City of Boston was 10% Non-White, the study area was 0.2% Non-White, and Cedar Grove was 100% White. (See Table 4)

C. Housing Stock and Conditions

Pope's Hill and Cedar Grove are primarily residential communities, while Neponset is an area of mixed residential and industrial uses. (See Map 3) Building conditions are good in Pope's Hill and excellent in Cedar Grove, but Neponset shows considerable deterioration, largely due to the adjacent industrial uses in Port Norfolk. (See Map 4) In census tract X-3A, which contains the community of Cedar Grove, 98 percent of all housing was sound in 1960 (See Table 5); minor deterioration has occurred since then. In tract X-2, which contains Neponset and Pope's Hill, 88 percent of all units were sound in 1960; since then deterioration has been minor except in the Port Norfolk section of Neponset, where deterioration of the housing stock appears to have increased more rapidly. The entire study area compared favorably in 1960 with Boston, which listed only 78.5 percent of all units in sound condition; the favorable comparison with the City has not changed since then.

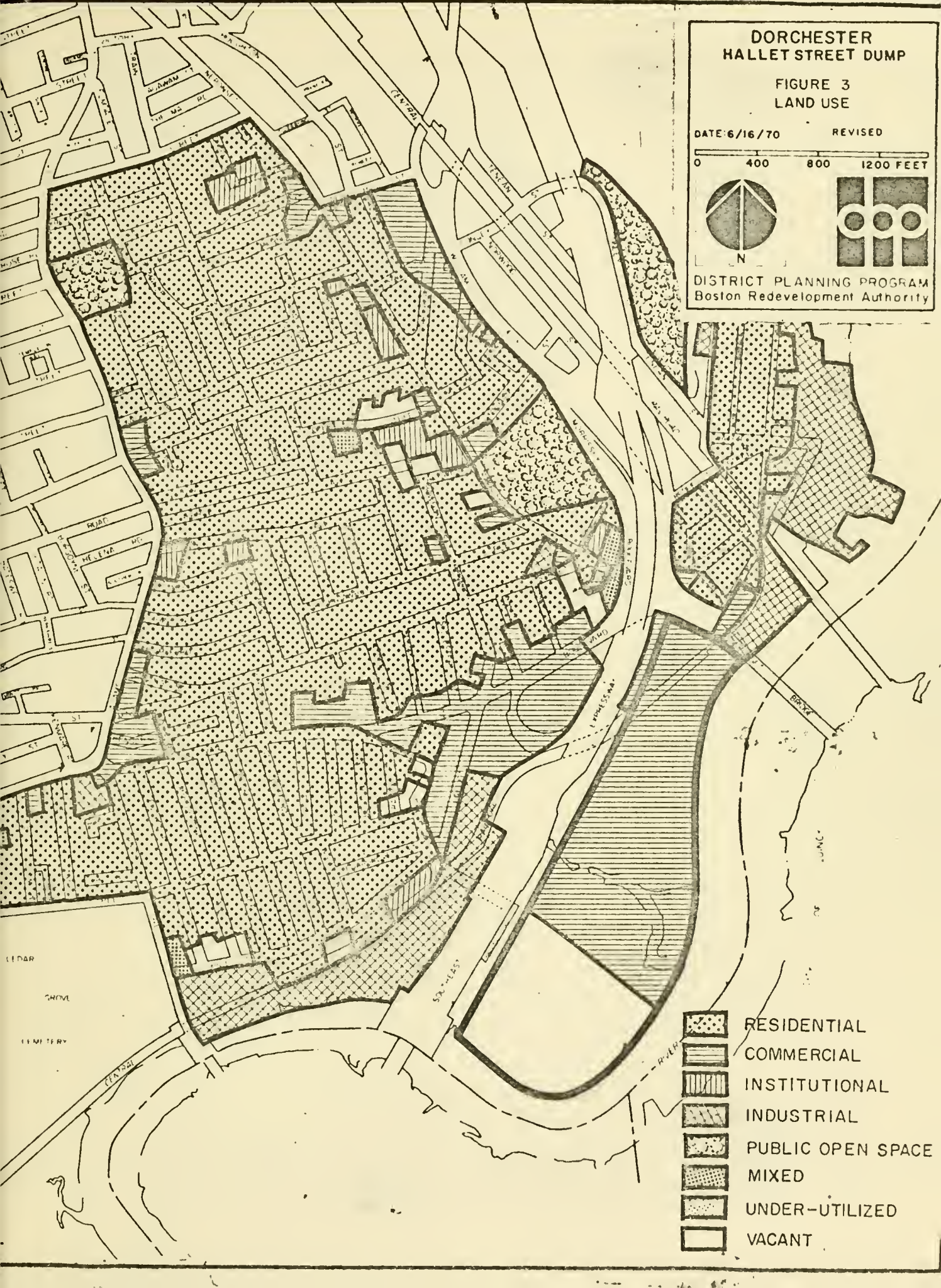
Most of the housing units are contained in one and two-unit structures, with less than 10 percent of the units in structures of four units or more; this can be compared with figures for the City as a whole, where 34 percent of all housing units are contained in such structures. (See Table 6)

Finally, while Boston as a whole is a city of renters, the study area is a section of substantial home ownership. (See Table 7) While slightly more than a quarter of Boston's households own their home, over 40 percent of the

TABLE 4 - POPULATION BY RACE, 1960

AREA	Total Population	White Population	Non-white Population	Percentage Non-White Population
Tract X-2 (Pope's Hill and Neponset)	9389	9365	24	0.3%
Tract X-3A (Cedar Grove)	5573	5573	0	0%
Study Area	14,962	14,938	24	0.2%
City of Boston	697,197	628,704	68,493	9.8%

SOURCE: U.S. CENSUS, 1960


DORCHESTER
HALLET STREET DUMP
FIGURE 3
LAND USE
DATE: 6/16/70
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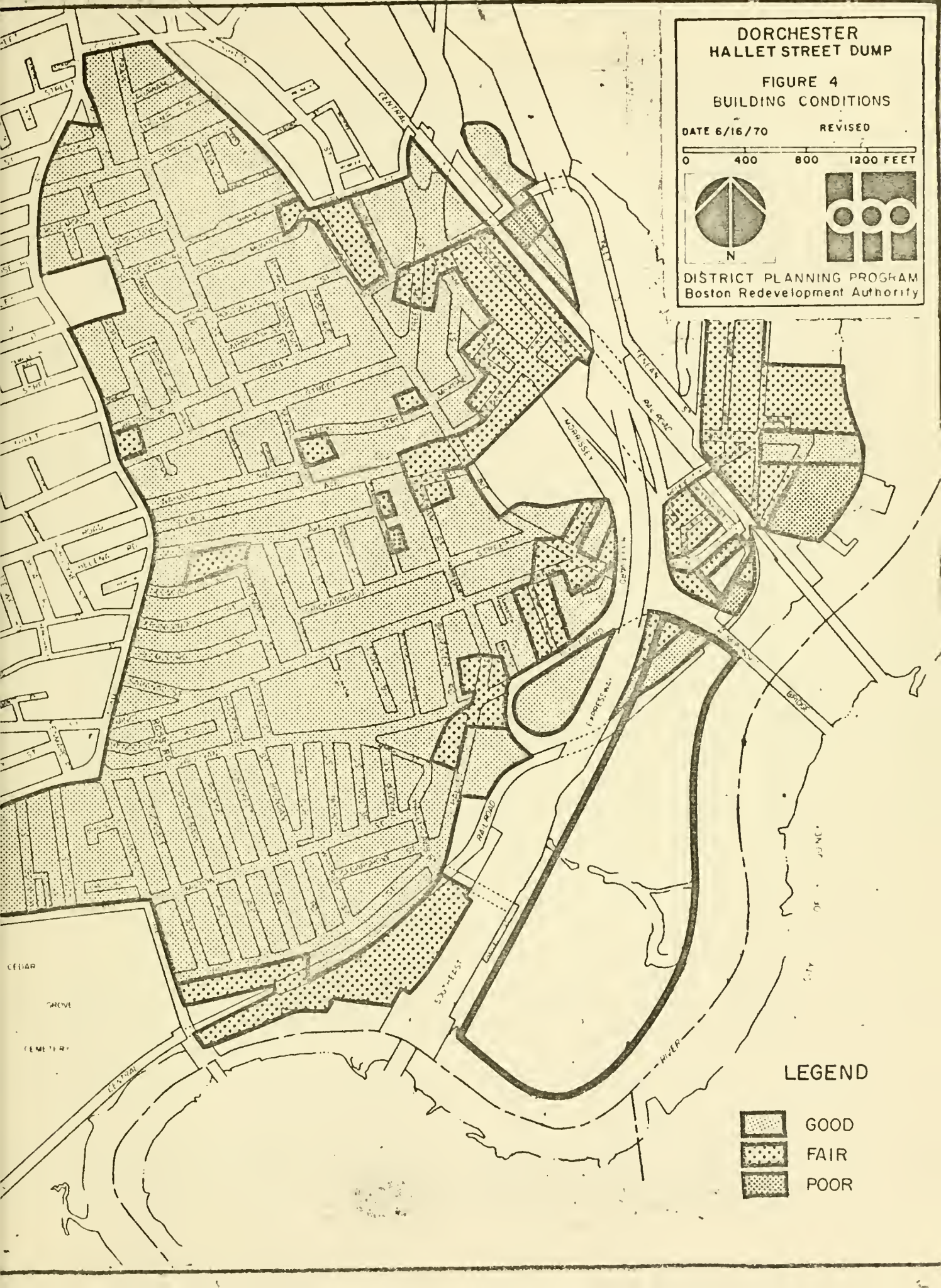
DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority
RESIDENTIAL
COMMERCIAL
INSTITUTIONAL
INDUSTRIAL
PUBLIC OPEN SPACE
MIXED
UNDER-UTILIZED
VACANT


DORCHESTER
HALLET STREET DUMP
FIGURE 4
BUILDING CONDITIONS
DATE 6/16/70
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DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority
LEGEND
GOOD
FAIR
POOR

TABLE 5 - HOUSING CONDITION, 1960

AREA	Percentage Housing Units Sound	Percentage Housing Units Deterior.	Percentage Housing Units Dilap.
Tract X-2 (Pope's Hill and Neponset)	88%	12%	1%
Tract X-3A (Cedar Grove)	97%	2%	1%
Study Area	92%	7%	1%
City of Boston	79%	18%	4%

SOURCE: U.S. CENSUS, 1960

TABLE 6 - TYPES OF HOUSING STRUCTURES, 1960

AREA	% Units in 1-unit structures	% Units in 2-unit structures	% Units in 3-4unt structurs	% Units in over 4 unit structures
Tract X-2 (Hope's Hill & Nep.)	20%	32%	40%	9%
Tract X-3A (Cedar Grove)	37%	39%	24%	1%
Study Area	29%	35%	34%	6%
City of Boston	16%	16%	34%	34%

SOURCE: U.S. CENSUS, 1960

households in tract X-2 (Pope's Hill and Neponset) and over one-half of those in tract X-3a (Cedar Grove) own their home. Units are also generally larger in the study area than in Boston as a whole; the median rooms/unit in the study area is 5.5, compared with 4.6 for the City. Household size in the study area, 3.5 persons, is also larger than the figure for Boston, 3.0 persons. (See Table 8) Such statistics indicate that the larger units accommodate the study area's larger households and help to attract the larger households which have migrated into the study area since 1960.

D. Commerce and Industry

Commercial uses include concentrations of stores along Gallivan Boulevard and Adams Street, with small neighborhood stores scattered elsewhere in the study area. (See Map 3) The commercial activity on Adams Street is nearly entirely community oriented, with some larger appeal. Much of the activity on Gallivan Boulevard, however, serves the Southeast Expressway traffic, with gas stations, drive-in restaurants, etc. The activity on Gallivan Boulevard is primarily automobile-oriented, and adequate parking has been provided by the commercial establishments. The large area of commercial activity east of the Expressway, on the Hallet Street site, (Map 3) is the Neponset Drive-In movie theater.

Industry in the study area lies entirely within two sections. (See Map 3) First, there is a large center of marine-oriented industrial activity in the Port Norfolk section of Neponset. Second, a smaller area devoted to industrial use is located on the southern border of Cedar Grove along the railroad tracks. The major establishment on this site, the Keystone Manufacturing Company, employs approximately 750 persons.

TABLE 7 - OWNER-OCCUPANCY, 1960

AREA	% Units Owner-Occupied
Tract X-2 (Pope's Hill and Neponset)	43%
Tract X-3A (Cedar Grove)	56%
Study Area	48%
City of Boston	27%

SOURCE: U.S. CENSUS, 1960

TABLE 8 - SIZE OF HOUSEHOLDS AND HOUSING UNITS, 1960

AREA	Median Household Size (Persons)	Median Rooms/ Unit	Median Rooms/ Person
Tract X-2 (Pope's Hill na and Neponset	3.5	5.3	1.5
Tract X-3A (Cedar Grove)	3.4	5.8	1.6
Study Area	3.5	5.5	1.6
City of Boston	3.0	4.6	1.5

SOURCE: U.S. CENSUS, 1960

E. Zoning

The land along the banks of the Neponset River has been zoned for industrial uses. (See Map 5) The Port Norfolk shore has been zoned for waterfront industry, with the Hallet Street Dump site to the south and the shoreline near Tenean Beach to the north zoned for general manufacturing.

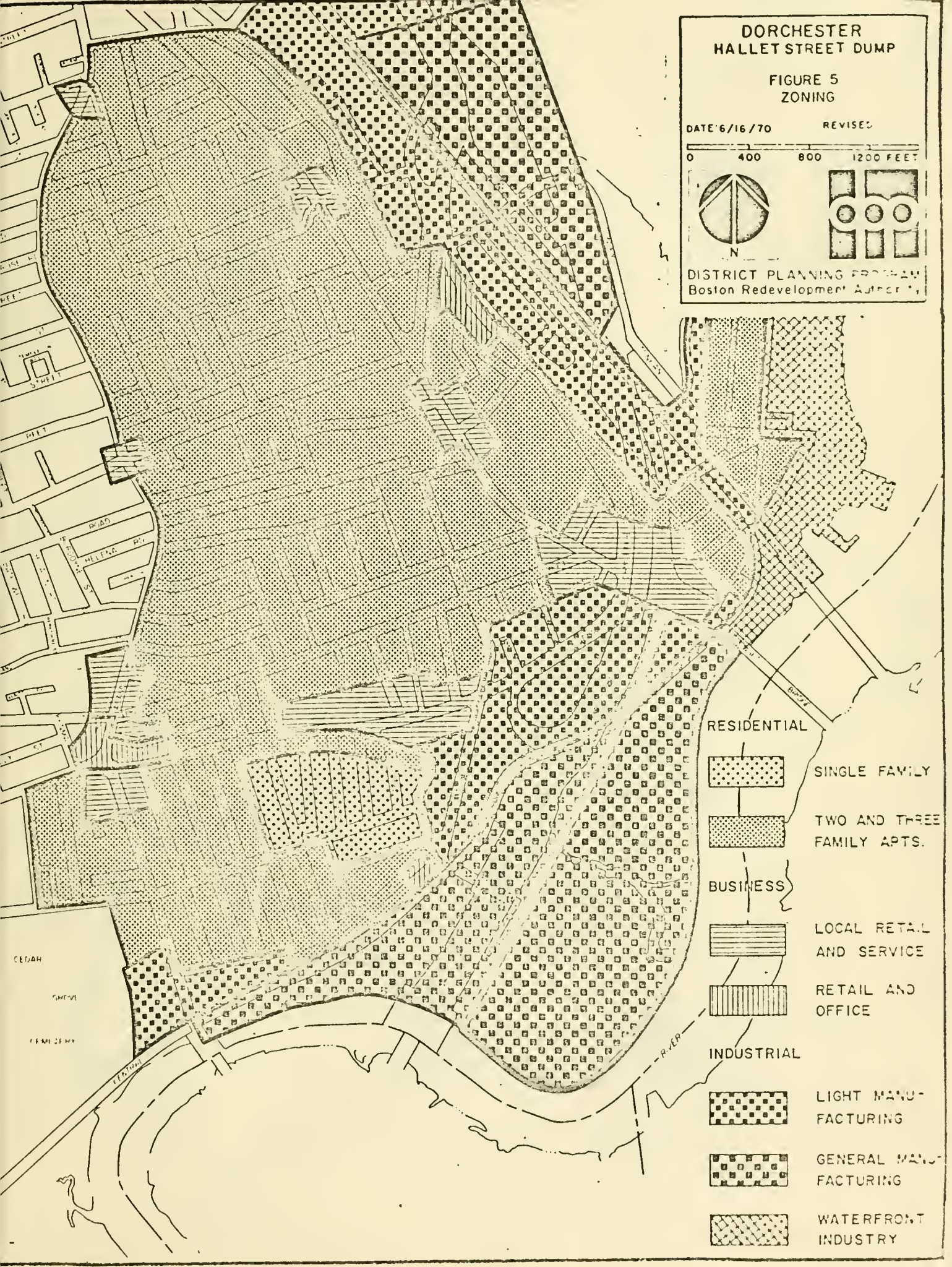
Areas zoned for light manufacturing, which permits some commercial uses, and some sections zoned for local retailing lie adjacent to the sections zoned for industrial use. Other sections zoned for business and local retailing dot the study area.

Away from the riverfront, the study area is zoned almost entirely for residential use. Most of the residential section is zoned for two and three-family apartments, with one section in Cedar Grove zoned for single-family structures. (See Map 5)

F. Transportation

The Southeast Expressway serves as the major automobile corridor through the study area. (See Map 6) The Expressway carries most of the non-local traffic through the study area, but there is still some peak-hour congestion, especially at Neponset Circle, where Gallivan Boulevard, Morrissey Boulevard, and Neponset Avenue all meet. Even so, less severe congestion occurs in the study area than in northern or western Dorchester.

Gallivan Boulevard, Morrissey Boulevard, and Granite Avenue serve as the major arterials carrying the bulk of non-expressway traffic through the study area. In addition, Dorchester Avenue, west of the study area, serves as a major north-south arterial for much of the study area's automobile traffic. Collector streets running into Dorchester Avenue and the other arterials include Neponset Avenue,


DORCHESTER
HALLET STREET DUMP
FIGURE 5
ZONING
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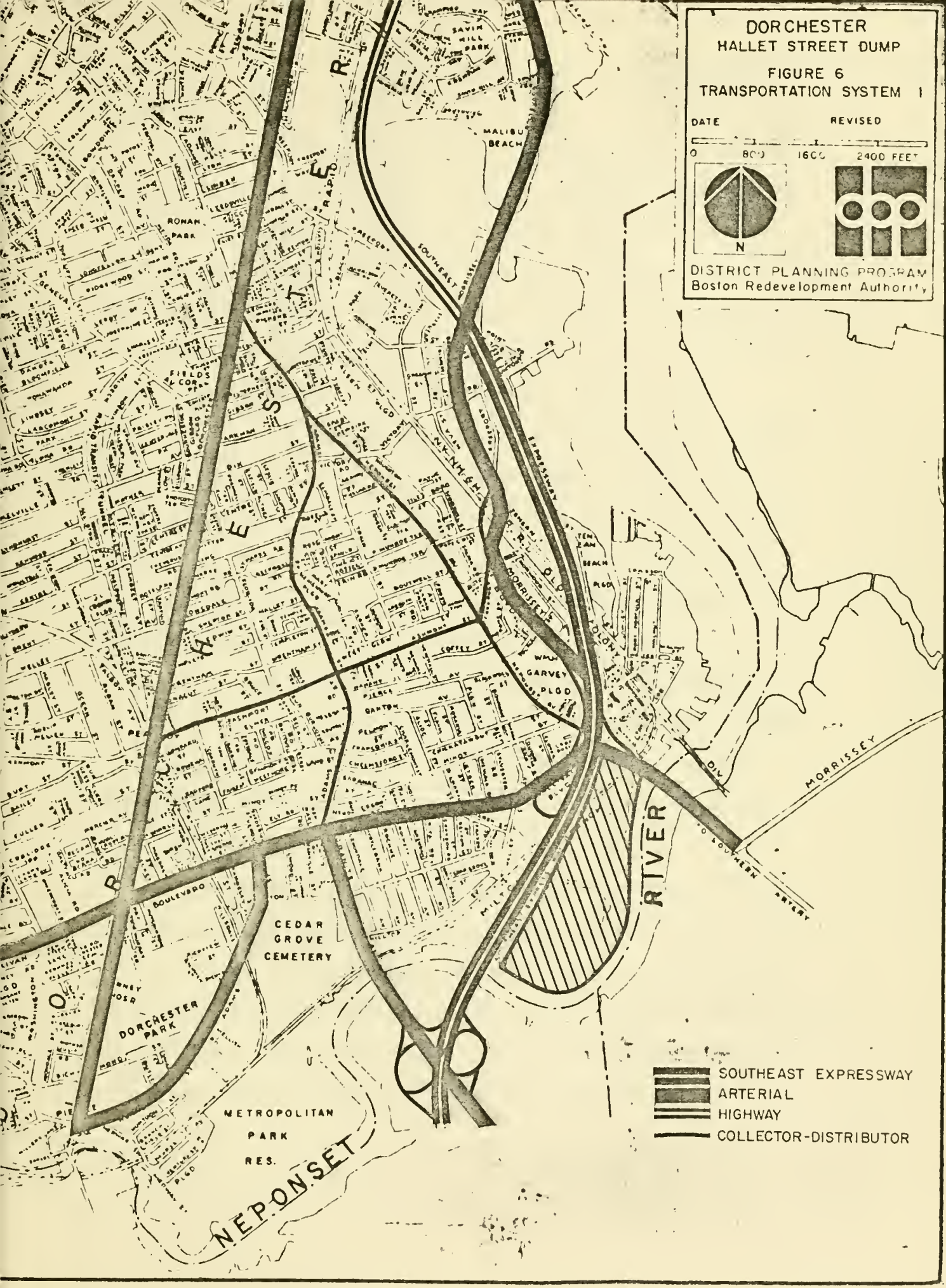
DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority
RESIDENTIAL
SINGLE FAMILY
TWO AND THREE FAMILY APTS.
BUSINESS
LOCAL RETAIL AND SERVICE
RETAIL AND OFFICE
INDUSTRIAL
LIGHT MANUFACTURING
GENERAL MANUFACTURING
WATERFRONT INDUSTRY
CEDAR GROVE CEMETERY
RIVER


DORCHESTER
HALLET STREET DUMP
FIGURE 6
TRANSPORTATION SYSTEM I
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DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority
SOUTHEAST EXPRESSWAY
ARTERIAL
HIGHWAY
COLLECTOR-DISTRIBUTOR
CEDAR GROVE CEMETERY
DORCHESTER PARK
METROPOLITAN PARK RES.
NEPONSET
RIVER
MORRISSEY
MALIBU BEACH
SAVIN HILL PARK
RONAN PARK
FIELDS CORNER
GARVEY PLOD
SOUTHEAST EXPRESSWAY

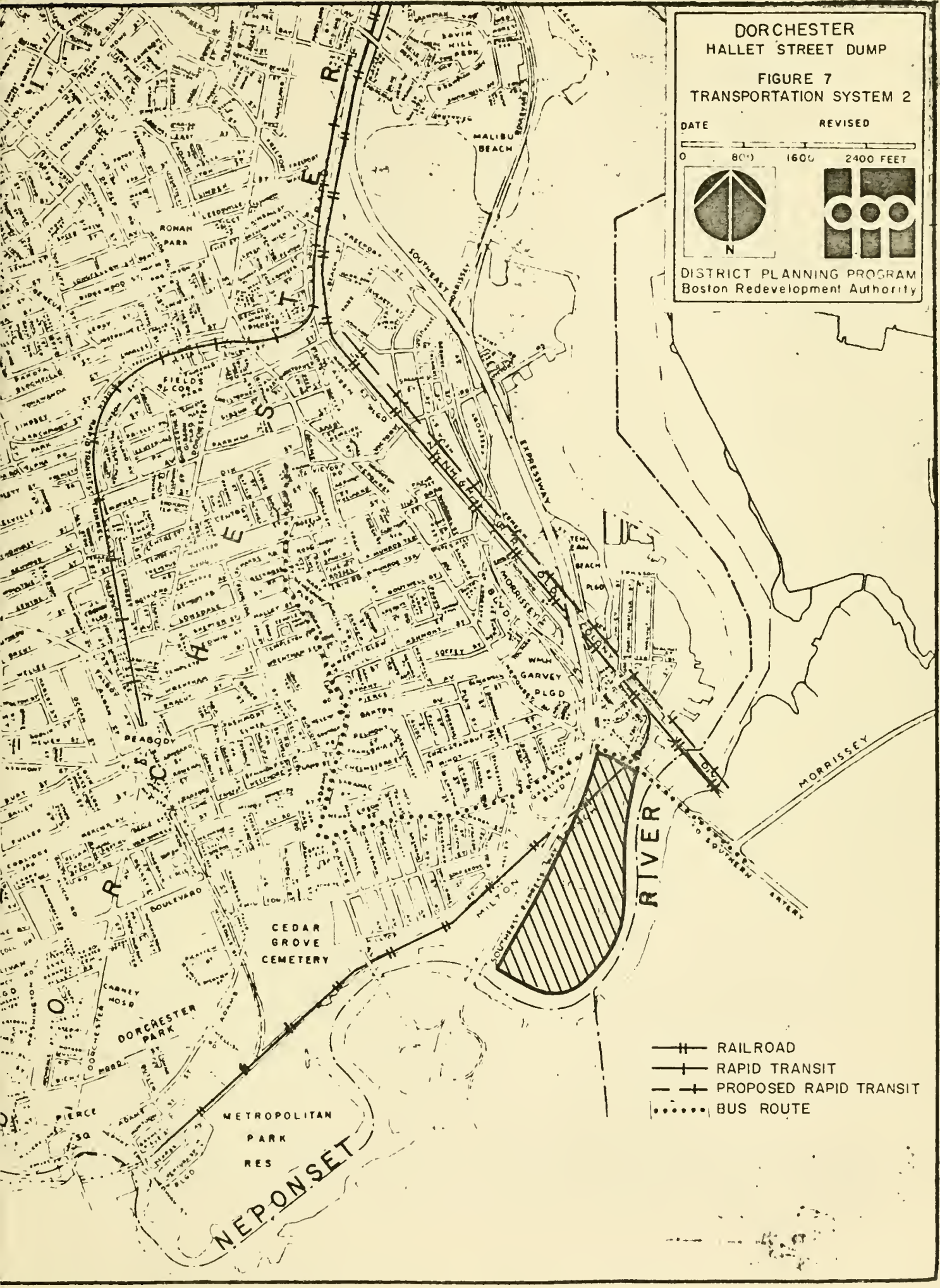
Adams Street, and Ashmont Street.

At the present the only public transportation facility is the MBTA bus line which serves Adams Street and Gallivan Boulevard, then crosses the Neponset River into Quincy. (See Map 7) Although no rapid transit line serves the study area now, the South Shore Line under construction, which will use the Penn Central Old Colony Line tracks (See Map 7), will pass through the study area. Present MBTA plans, however, do not call for a stop within the study area.

Table 9 shows that the total work force living in the study area numbers 5,612. Of these, 4,687 work within the City of Boston. It can be assumed that all 2,279 people who travel to work via rapid transit hold jobs within the City of Boston. Since only the MBTA Red Line passes near the study area, it can be further assumed that all of these journeys-to-work are made on the Red Line.

The Ashmont Station, southern terminal of the Red Line, records 19,500 one-way trips per day, and the Shawmut Station records 2,4000, according to BRA transit studies. (See Map 7) The daily journey-to-work trips made by people in the study area account for 2,279 of the trips recorded at Ashmon and Shawmut.

The construction of a station within the study area on the South Shore Line would serve the public interest in two ways. First, it would reduce traffic at Ashmont Station, which is the second most heavily used MBTA stop serving a single line. Second, the large number of rapid transit users and potential users within the study area would obtain more convenient access to MBTA transit facilities.


DORCHESTER
HALLET STREET DUMP
FIGURE 7
TRANSPORTATION SYSTEM 2
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DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority
WEST
ROXBURY
PARKWAY
MILTON
EXPRESSWAY
MORRISSEY
BOULEVARD
SOUTHEAST
EXPRESSWAY
NEPONSET
RIVER
MALIBU
BEACH
ROMAN
PARA
FIELDS
CORNER
PEABODY
SQUARE
CEDAR
GROVE
CEMETERY
DORCHESTER
PARK
METROPOLITAN
PARK
RES
GARVEY
PLGD
RAILROAD
RAPID TRANSIT
PROPOSED RAPID TRANSIT
BUS ROUTE

TABLE 9 - LABOR FORCE AND JOURNEY TO WORK, 1960

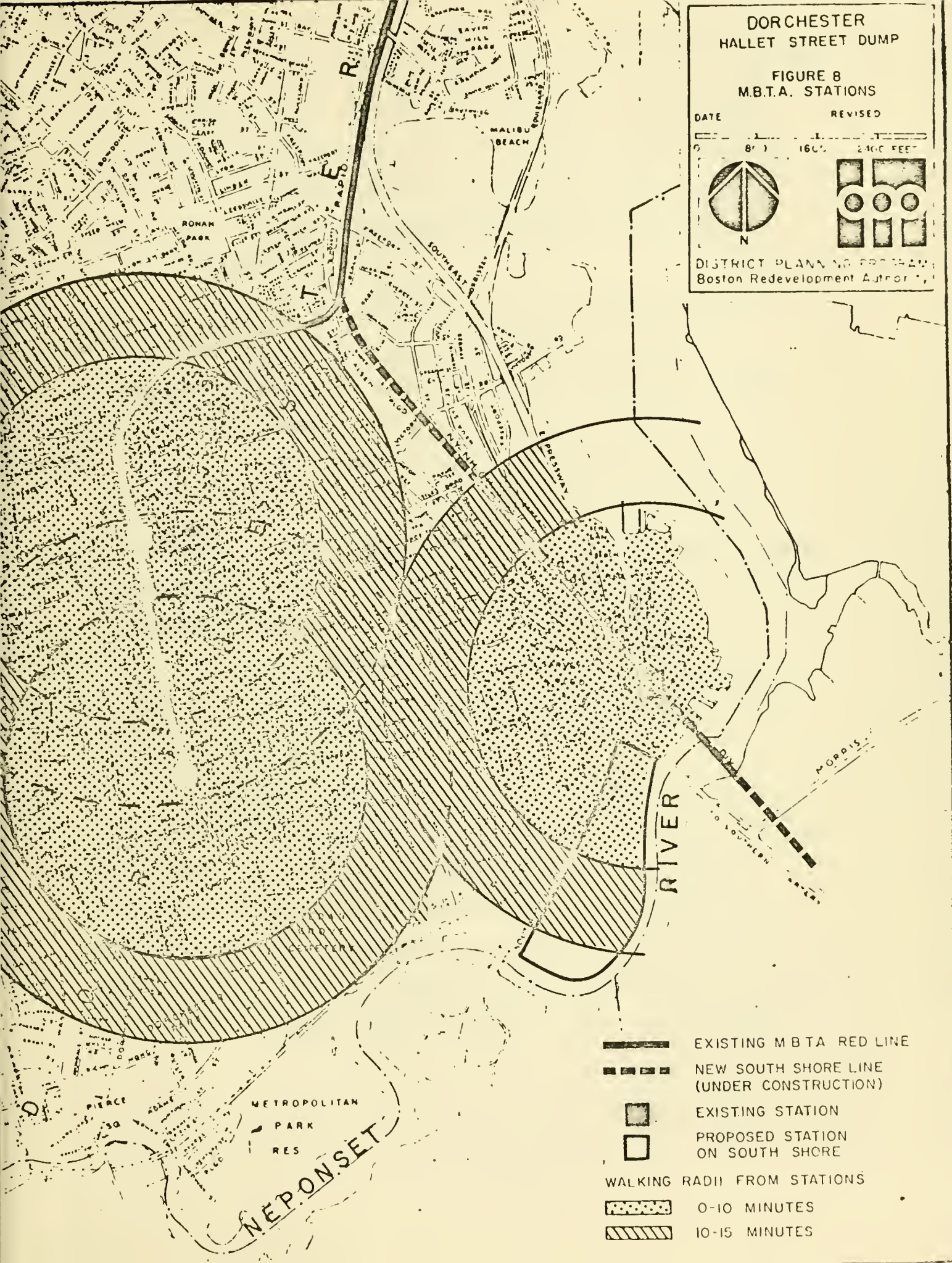
AREA	Total work force	Work force Employed within the City of Boston	Work force Employed In Inner Norfolk County	Work force using rapid transit for journey to work	Work force using auto for journey to work	Work force walking to work
Tract X-2 (Pope's Hill and Neponset)	3446	2911	206	1469	1463	206
Tract X-3A (Cedar Grove)	2166	1776	150	810	1040	256
Study Area Totals	5617	4687	356	2279	2503	456

SOURCE: U.S. CENSUS, 1960

Map 8 shows that almost none of the study area lies within a 10 minute walk of either the Ashmont or Shawmut station; a substantial portion of the study area lies within a 10 minute walk of the proposed station. Almost the entire study area lies within 15 minutes of the proposed station, while only the far western section lies within a 15 minute walk of the Ashmont and Shawmut stops.

Most study area residents would therefore find the proposed station more convenient. The bulk of the 2,779 existing journey-to-work trips by study area residents would originate and terminate at the proposed station. More important, the more convenient facility might persuade many who currently drive to work, to switch to rapid transit. Even assuming that everyone who works outside the City of Boston drives to work, almost 1,600 study area residents drive to jobs within Boston every day. A convenient transit stop might reduce that number and help to reduce automobile congestion within the city. In addition, among suburban commuters, 356 study area residents work in inner Norfolk County, which includes Quincy and adjacent towns; many of these workers might logically travel to work on the South Shore Line, which serves Quincy, if the line included a station convenient to their homes.

Finally, rapid transit facilities are used for purposes other than journeys to work: trips to schools, shopping trips downtown, trips to recreation and entertainment centers. The proposed station would act as the point of origin for most such trips by the 15,000 residents of the study area. Further, Tenean Beach, a major recreational facility, would lie within a 10-minute walk of the proposed station. Many users of the beach would arrive and leave via the proposed station.


DORCHESTER
HALLET STREET DUMP
FIGURE 8
M.B.T.A. STATIONS
DATE
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Boston Redevelopment Author
MALIBU BEACH
ROMAN PARK
SOUTHEAST EXPRESSWAY
PRESSWAY
RIVER
METROPOLITAN PARK RES
NEPONSET
EXISTING M B T A RED LINE
NEW SOUTH SHORE LINE (UNDER CONSTRUCTION)
EXISTING STATION
PROPOSED STATION ON SOUTH SHORE
WALKING RADII FROM STATIONS
0-10 MINUTES
10-15 MINUTES

According to current figures, 3000 daily fares are required to support a new MBTA station. Origin of journey-to-work trips alone would total 2,000-2,500; trips for other purposes would push the daily traffic admitted to the proposed station over 3,000 persons.

G. Schools

Mirroring the total population, the schools in the study area are virtually all white, (See Table 10a) and there are no indications that the racial composition of the population will change in the immediate future.

Of the four schools serving the study area, (See Map 9) all are overcrowded and two were built before 1900. (See Table 10b) Present plans call for a 1,000 pupil school to replace the Mary Hemenway and Minot schools, both built in 1897. The new school is scheduled to open in 1972 or 1973.

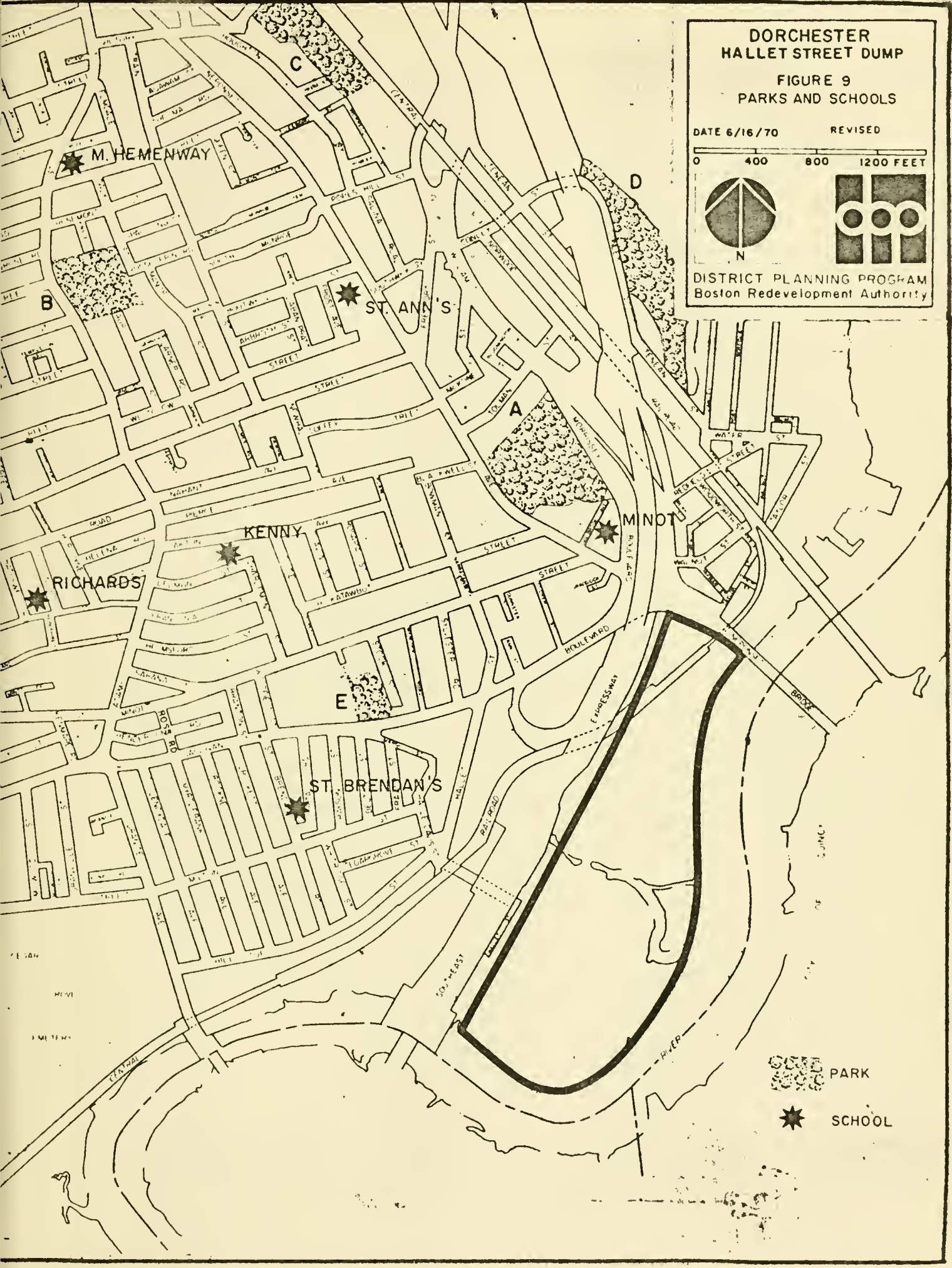
The other two schools serving the study area, the Kenny and Richards schools, are newer, and present plans call for their retention as elementary schools.

Two Catholic elementary schools, St. Ann's and St. Brendan's, also serve the study area. (See Map 9) Both are experiencing financial difficulties since they have been forced to hire more lay teachers and other operating costs have spiraled. St. Ann's in particular has indicated it may close its doors in the near future. If St. Ann's closes, the Minot school will probably be kept open even after its replacement is completed, since the children from St. Ann's will have

TABLE 10a: SCHOOL ENROLLMENT, 1969

SCHOOL	White Enrollment	Non-White Enroll.	Total Enrollment	% Non-White Enroll.
Mary Hemenway	606	4	610	0.7%
Minot	288	0	288	0%
Richards	228	17	245	7%
Kenney	394	29	423	7%

SOURCE: SCHOOL COMMITTEE, OCTOBER, 1969
CITY OF BOSTON


DORCHESTER
HALLET STREET DUMP
FIGURE 9
PARKS AND SCHOOLS
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DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority
M. HEMENWAY
ST. ANN'S
KENNY
RICHARDS
MINOT
ST. BRENDAN'S
A
B
C
D
E
PARK
SCHOOL

TABLE 10b: SCHOOL OVERCROWDING AND PLANS

SCHOOL	1969 Total Enrollment	Capacity	Year Built	Current Plans
Mary Hemenway	610	380	1897	Abandon
Minot	288	200	1887	Abandon (?)
Richards	245	190	1913	Retain
Kenny	423	- -	1926	Retain

SOURCE: SCHOOL COMMITTEE, 1969
CITY OF BOSTON

to be absorbed into the public school system and the Minot building is in better physical condition than St. Ann's.

Even after construction of the Minot-Hemenway replacement, there will be virtually no excess elementary school capacity within the study area. To accommodate children from any additional development in the study area, additional construction must be undertaken, or the Minot school must be retained, regardless of St. Ann's status.

The study area lies within the Wilson Junior High School District. The Wilson school and the Cleveland school, with grades 7-9, both lie approximately 1.3 miles from Neponset Circle.

The Dorchester High School Annex, 1.3 miles from Neponset Circle, is the nearest high school serving the study area. Dorchester High School itself is slightly more distant, while Girls' Latin, with grades 7-12, lies approximately 1.5 miles from Neponset Circle.

Table 10c lists the nearest junior high and high schools now serving the study area.

H. Parks

The study area contains sufficient varied city and MDC-operated park and playground space to adequately serve the population. (See Table 11) None of the facilities needs major maintenance.

Tenean Beach (Map 9,D), a superior swimming and recreation facility, is often closed to swimming because of high bacteria count or other pollution in Dorchester Bay and the Neponset River. The Parks Department has issued bonds to finance a pool at Dorchester Park, a facility near the study area just to the west of Cedar Grove Cemetery; the pool is scheduled to open in early 1971.

TABLE 10c: JUNIOR HIGH AND HIGH SCHOOLS

SCHOOL	Grades	Enrollment	Capacity	Percentage Non-white Enrollment
Wilson	7-9	1196	1075	12%
leveland	7-9	1035	730	3%
Dorchester (including annex)	10-12	1857	1210	39%
irls' Latin	7-12	1168	1250	9%

SOURCE: SCHOOL COMMITTEE, 1969
CITY OF BOSTON

TABLE 11: PARKS AND PLAYGROUNDS (Code letters refer to facilities on Map 8.)

FACILITY	Operating Agency	Acreage	Code	Facilities
Garvey Playground	City and MDC	5.3	A	Baseball, Basketball, Skating Rink, Tot lot
Hemenway Plgnd.	City	4.4	B	Baseball, Basketball, Tot lot
McMorrow Plgnd.	MDC	3.6	C	Baseball, Basketball
Wenean Beach	MDC	8.0	D	Swimming, Basketball
Woohig Plgnd.	MDC	2.2	E	
Mary Hemenway School	--	0.5	--	School Plgnd.
Minot School	--	0.6	--	School Plgnd.
Tenney School	--	1.4	--	School Plgnd.
Richards School	--	0.5	--	School Plgnd.

SOURCE: PARKS DEPARTMENT, 1969
CITY OF BOSTON

I. Other Public Facilities

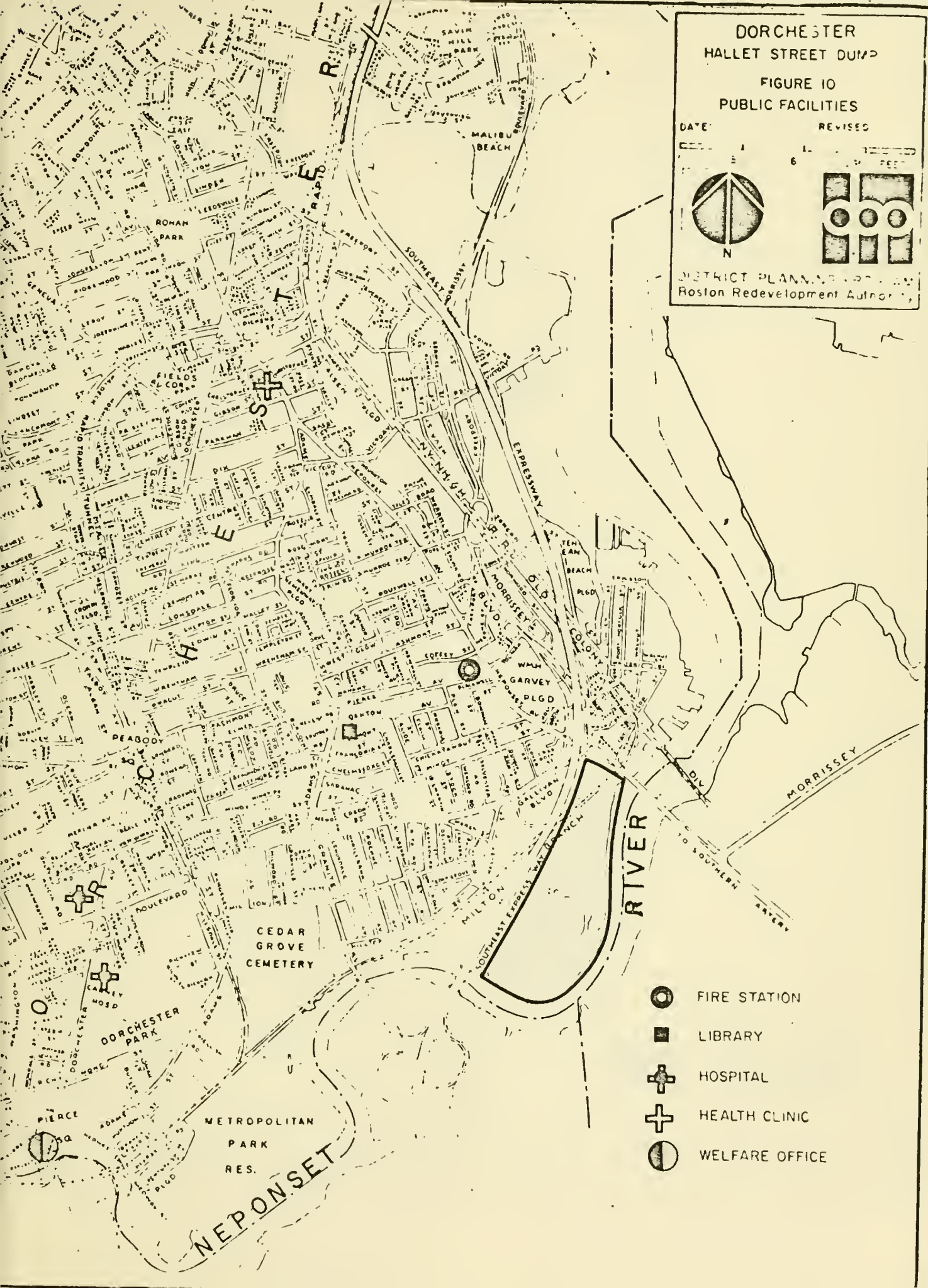
The Adams Street branch of the Boston Public Library, located at 690 Adams Street, serves the study area. The fire station at 301 Neponset Avenue provides fire-fighting protection for the study area.

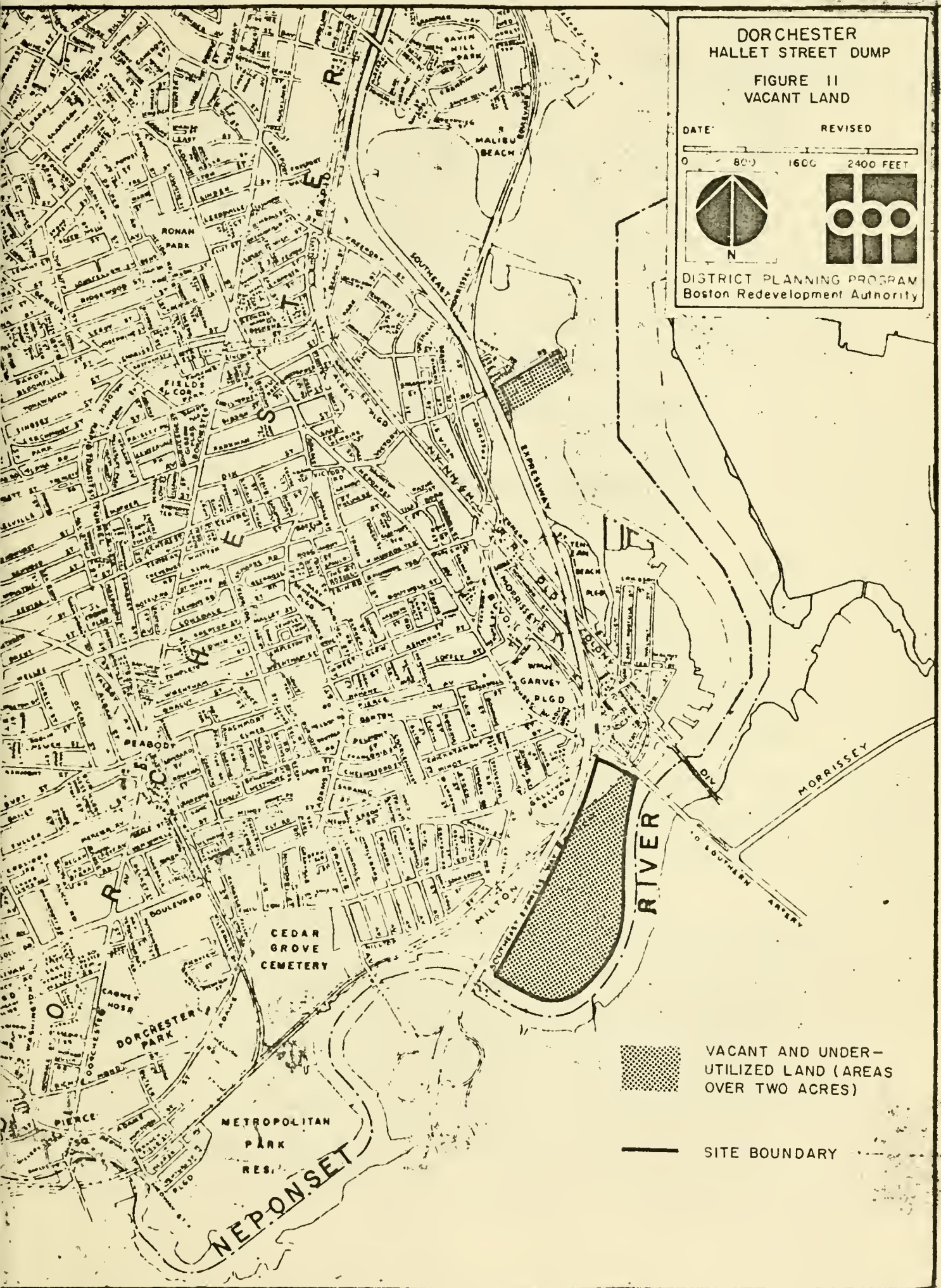
Virtually no indoor recreational facilities, no health clinic, and no hospital lie within the study area. The nearest health clinic is located at Fields Corner, 1.3 miles from Neposet Circle. Carney Hospital, which specializes in surgical services, is located at 2100 Dorchester Avenue, 1.4 miles from Neponset Circle. Ambulance service provides emergency access to near-by hospitals and to Boston City Hospital. Map 10 shows the location of public facilities serving the study area.

J. Vacant Land

The largest package of vacant and underutilized land is the Hallet Street Dump site. The site, which contains 55 acres as mentioned above, will be studied later in this report as a location for possible development, based on the other findings of this study.

The only other vacant area larger than two acres is the 18-acre parcel adjacent to Tenean Beach. (See Map 11) This area is being filled for possible future development, but the filling operation has been complicated by its disruptive effect on the river system and the resultant closing of Tenean Beach.


DORCHESTER
HALLET STREET DUMP
FIGURE 10
PUBLIC FACILITIES
DATE
REVISED
N
Boston Redevelopment Author
SAVIN HILL PARK
MALIBU BEACH
ROMAN PARR
SOUTHEAST EXPRESSWAY
EXPRESSWAY
MORRISSEY BLVD
TENEAN BEACH PLGD
WALSH GARVEY PLGD
COLONY
MORRISSEY
TO SOUTHERN ARTERY
GALLIVAN BLVD
SOUTHEAST EXPRESSWAY BRANCH
MILTON
RIVER
CEDAR GROVE CEMETERY
DORCHESTER PARK
METROPOLITAN PARK RES.
NEPONSET
PEABODY
FIELDS CORNER
FIRE STATION
LIBRARY
HOSPITAL
HEALTH CLINIC
WELFARE OFFICE


DORCHESTER
HALLET STREET DUMP
FIGURE II
VACANT LAND
DATE
REVISED
0
800
1600
2400 FEET
N
DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority
VACANT AND UNDER-UTILIZED LAND (AREAS OVER TWO ACRES)
SITE BOUNDARY
EASTERN AVE
SOUTHEAST EXPRESSWAY
MORRISSEY BLVD
MORRISSEY
RIVER
NEPONSET
CEDAR GROVE CEMETERY
DORCHESTER PARK
METROPOLITAN PARK
RONAN PARK
MALIBU BEACH
GAVIN HILL PARK
GARVEY PLGD
PEABODY
PIERCE
MILTON
SOUTHERN ARTERY

SUMMARY

A. Population

The population of the Hallet Street study area has shown far less change than the City of Boston as a whole. Population increased slightly from 1960 to 1965, indicating that there was moderate growth rather than massive in-migration or exodus. The population was almost entirely white in 1960 and has changed only slightly since then. Under-20 population has increased more rapidly than total population which probably indicates an increase in the number of young families and in average family size. Income figures for the study area population place most of the families within the working class.

B. Housing stock and Conditions

The study area is primarily residential in nature. The housing conditions in Cedar Grove, Pope's Hill, and portions of Neponset are excellent. Over ninety percent of all housing units in these areas were sound in 1960, and little deterioration has occurred since then. In the Port Norfolk section of Neponset, however, much of the housing stock is in fair to poor condition and deterioration since 1960 has been more rapid than in other sections of the study area.

In a city of renters, a substantial portion (over 40 percent) of the households in the study area own their homes. The majority of housing units in the study area are in one and two-unit structures, while the majority of the City units are in structures with three of more units. Finally, the median unit in the study area is substantially larger, measured in rooms per unit, than in the City as a whole.

C. Commerce and Industry

Commercial activity centers in locally oriented establishments on Adams Street, and in largely automobile and Expressway-oriented establishments along Gallivan Boulevard near the Expressway. There are also small neighborhood stores dotted throughout the study area.

Industry in the study area is largely concentrated in the Port Norfolk section of Neponset, where heavy-scale, marine-oriented manufacturing adjoins a residential section along the Neponset River. There is also a small concentration of activity in the south of the study area, between the railroad and the Expressway.

D. Transportation

The Southeast Expressway carries much of the non-local traffic through the study area; this major corridor has reduced congestion in the study area. Major arterials, most running north—south, connect the study area with Dorchester and neighboring districts, with east—west and "diagonal" collector streets. Public transportation facilities serving the area include one bus line and the South Shore MBTA rapid transit line now under construction. At present there are no plans for a station for this line within the study area, but figures presented within this report indicate that the area could support an MBTA stop which would be more convenient to study area residents than Ashmont station.

E. Schools

Like the population, the students attending elementary schools in the study are virtually all-white. All of the elementary schools are

overcrowded. The two schools built before 1900, the Mary Hemenway and the Minot schools, are scheduled to be replaced by a new 1000-pupil school to open in 1972 or 1973. However, if St. Ann's, a parochial school in the study area, is forced to close because of financial difficulties, the Minot school may be kept open to absorb the students for St. Ann's.

Even with the new school, no excess capacity to absorb pupils from new residential development will exist within the study area. Rooms for any new students would have to be provided through additional construction or maintenance of old buildings scheduled for abandonment.

F. Parks

Parks and playgrounds within the study area provide ample space and varied facilities for residents and, in the case of Tenean Beach, for people from all of Boston.

Tenean Beach is often closed to swimmers because of pollution in the Neponset River or Dorchester Bay. A swimming pool, scheduled to open in early 1971 in Dorchester Park, just to the west of the study area, will serve as an alternate facility for the residents of the study area.

G. Other Public Facilities

Public facilities adequately serve most study area needs, although not all such facilities are located within the study area. A fire station and a branch of the Boston Public Library are located within the study area. A health clinic and the Carney Hospital, which specializes in surgical care, are located within 1.5 miles of the Neponset Circle. However, virtually no indoor recreational facilities exist to serve the study area.

H. Vacant Land

The largest piece of vacant land within the study area is the Hallet Street Dump site along the Neponset River, a site whose development potential is examined in the rest of this report.

The only other vacant site larger than two acres is the 18-acre section adjacent to Tenean Beach. This site is being filled to make it suitable for development. However, the filling process has disrupted water conditions at Tenean Beach. The beach has been closed to swimmers, and the filling of the 18 acres may not continue if it further threatens the beach.

IV. DESCRIPTION OF THE HALLET STREET SITE

A. Location

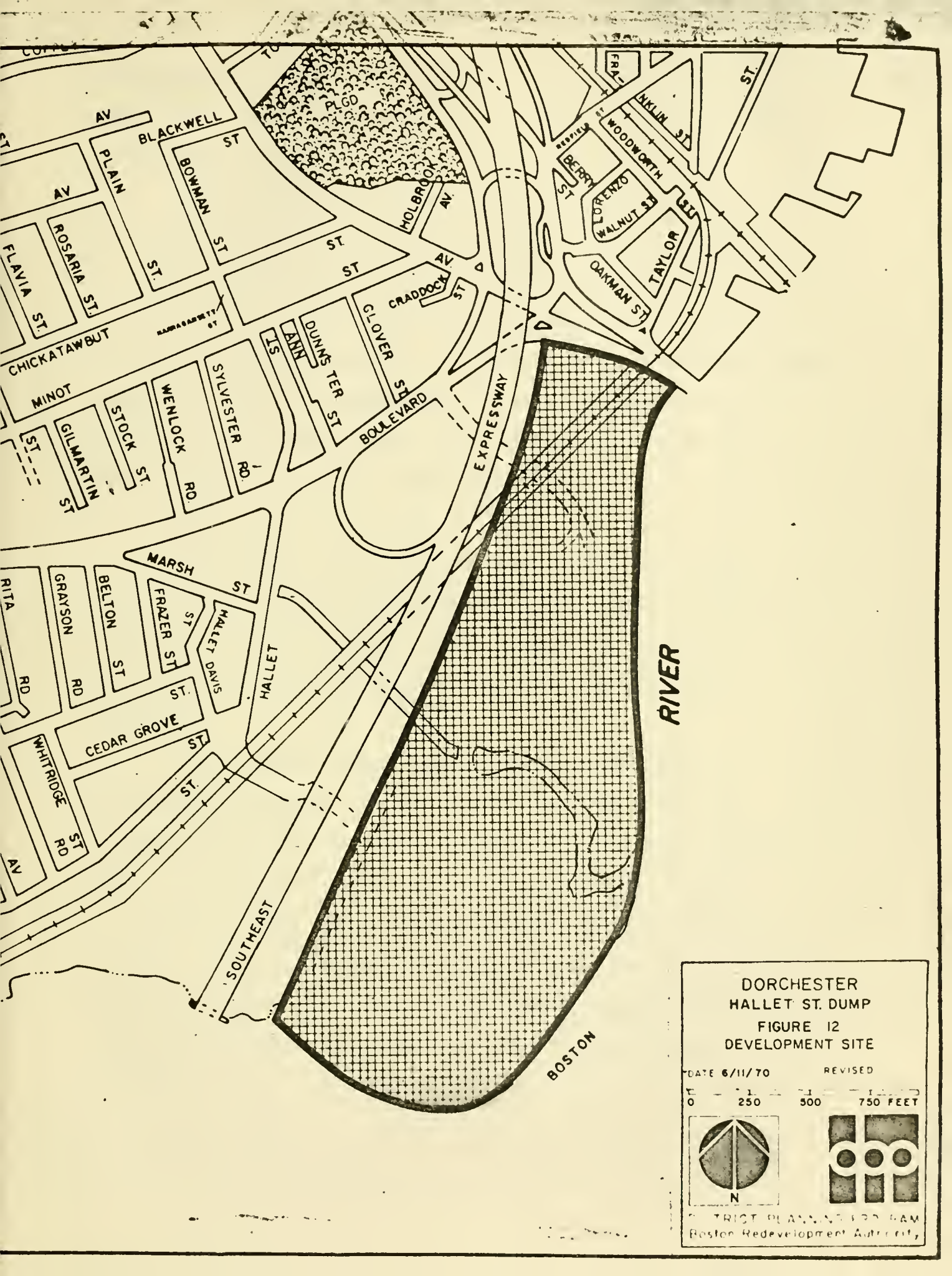
The site under consideration for development lies on the southeastern edge of the study area, along the Dorchester-Quincy border. The Neponset River, which divides Quincy and Boston, borders the site on the south and east. On the north, the site is bordered by Neponset Avenue, and on the west by the Southeast Expressway. (See Map 12)

The location adjacent to the Expressway has two important effects on the site. First, the automobile traffic on the Expressway produces considerable noise which can be an annoying factor as far away as the banks of the Neponset River. Second, the Expressway acts as an extremely effective physical and psychological barrier between the site and the rest of the study area. The railroad and the concentration of industrial and commercial activity along Gallivan Boulevard, Hallet Street, and Hilltop Avenue increases the isolation of the site from the residential section of the study area.

The location of the Hallet Street site also places it directly under one of the flight approaches to Logan International Airport in East Boston. The sound of low-flying jets over the site compounds the noise problem created by the Expressway traffic.

B. Parcel Data

Of the approximately twenty parcels lying within the Hallet Street site, one parcel owned by Michael J. Verrochi contains over 40 acres of the total site. The large Verrochi parcel lies along the River in the northern section of the site and extends as far west as


BLACKWELL
PLAIN
BOWMAN ST
ROSARIA ST
FLAVIA ST
CHICKATAWBUT
MINOT
GILMARTIN ST
STOCK ST
WENLOCK RD
SYLVESTER RD
DUNNS TER ST
GLOVER ST
CRADDOCK
HOLBROOK
WOODWORTH
WALNUT ST
TAYLOR
OAKMAN ST
BOULEVARD
EXPRESSWAY
MARSH ST
FRAZER ST
HALLET DAVIS
HALLET
BELTON ST
GRAYSON RD
RITA RD
CEDAR GROVE ST
WHITRIDGE ST RD
SOUTHEAST
RIVER
BOSTON
DORCHESTER
HALLET ST. DUMP
FIGURE 12
DEVELOPMENT SITE
DATE 6/11/70
REVISED
0
250
500
750 FEET
N
Boston Redevelopment Authority

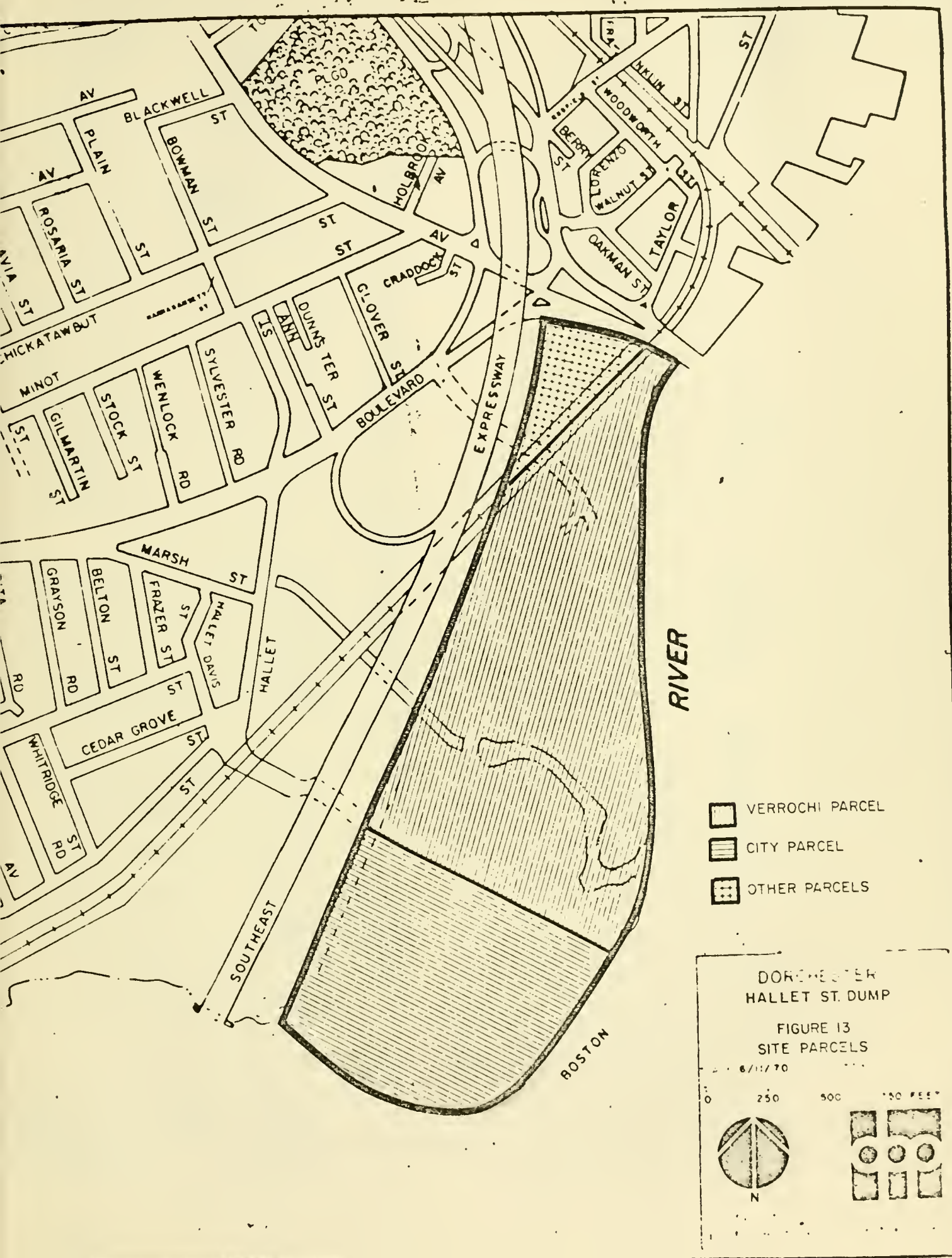
the Expressway in the central section. (See Map 13) The City of Boston owns a parcel of approximately 11 acres in the southern section of the site between the river and the Expressway. (Map 13)

The remainder of the site -- the portion lying between the Penn Central tracks and the Expressway in the northern section, is divided into many smaller parcels. All these parcels contain less than 100,000 square feet, and several contain less than 10,000 square feet. Present assessments for the entire site total approximately $1,000,000. Preliminary appraisals put a value of $5,700,00 on the entire site, including City-owned lands. Parcel data for the entire Hallet Street site is given in Table 12.

C. Present Uses

The Neponset Drive-In Theatre occupies most of the large Verrochi parcel, and the only improvements on the parcel are about five small one-story buildings to serve the Drive-In. The large City-owned parcel to the south is used as a dump and contains no improvements.

The northern portion of the site between the railroad tracks and the Expressway is more intensely developed as an area of commercial and light industrial establishments fronting on Neponset Avenue. Among the uses in this portion of the site are a car wash, a n automobile repair center, a night club, and a sign manufacturer. Buildings in this section include a large two-story industrial building, a one-story commercial structure, a series of approximately three smaller one and two-story structures, and two masonry row house structures.


BLACKWELL
PLAIN
BOWMAN ST
ROSARIA ST
MOLBRO
CRADDOCK
GLOVER
DUNN'S TER ST
BOULEVARD
EXPRESSWAY
BERRY ST
LORENZO
WALNUT ST
TAYLOR
OAKMAN ST
WOODWORTH
MINOT
SYLVESTER RD
WENLOCK RD
STOCK ST
GILMARTIN
MARSH ST
GRAYSON RD
BELTON ST
FRAZER ST
HALLET DAVIS
HALLET
CEDAR GROVE ST
WHITRIDGE RD
SOUTHEAST
RIVER
BOSTON
VERROCHI PARCEL
CITY PARCEL
OTHER PARCELS
DORCHESTER
HALLET ST. DUMP
FIGURE 13
SITE PARCELS
6/11/70
0
250
500
1000 FEET
N

Location	Parcel No.	Sq. Ft.	Assessed Value Land	Bldg.	Total	Owners
llet Street at end thru to River	4319	458,600	114,600		114,600	City of Boston
S Hallet St. thru River	4317	1,780,218	89,000	50,000	139,000	Verrochi, Michael J.
includes Drive-In,	775 Gallivan Boulevard					
96, 497 rear	2781	97,995	53,900	275,000	328,900	Pittston Company
eponset then to Railroad						
SES Railroad	2782	4,739	1,900	9,000	10,900	Pittston Company
69 Neponset	4195	1,146	6,300	2,500	8,800	Jenny Mfg. Company
65 Neponset	4195-1	20,270	30,000	10,300	40,300	Jenny Mfg. Company
469 Neponset	4196	1,160	3,400	11,600	15,000	Mary E. Finnegan
75 Neponset	4196-1	76,020	77,000	50,000	127,000	Jenny Mfg. Company
SWS Neponset Avenue t Railroad	4196-2	920	1,000		1,000	Comm. of Mass. MDC
NS Railroad	4197	10,715	2,100		2,100	Neponset Realty (Permanent Easement by Comm. of Mass. to Verrochi, M.)
NWS Railroad	4200	85	100		100	Verrochi, Michael J.
S Railroad	4201-1	83,200	16,600		16,600	Penn Central
S Railroad	4201-2	53,970	27,000		27,000	Comm. of Mass.
NS Neponset Avenue (Used to be 495 eponset)	4312	13,835	9,700		9,700	Redston Realty
SWS Neponset Avenue t Railroad	4312-1	11,515	8,100		8,100	Comm. of Mass. MDC
S rear Neponset enue	4312-2	14,650	10,300		10,300	Redstone Realty
SWS rear Neponset enue	4313	12,730	12,700		12,700	Georgian, Parisis
S rear Neponset Avenue	4313-1	5,789	1,100		1,100	Geoegian, Parisis
Gallivan Blvd.	4194	3,200	1,000		1,000	J & M Corporation
SES rear Gallivan vd.	4194-1	7,480	2,000		2,000	J & M Corporation (Permanent Easement to Comm. of Mass.)
SS Gallivan Blvd.	4194-2	64,299	64,200		64,200	Comm. of Mass.
815 Gallivan Blvd.	4194-3	34,600	34,600	20,800	55,400	J & M Corporation
S Railroad	4315	54,084	11,000		11,000	Neponset Realty (Permanent Easement to Michael J. Verrochi)
TAL:		2,811,221			1,006,800	

D. Relocation

No residential relocation will be required to develop the Hallet Street site. Businesses which will be displaced include the drive-in theatre, which represents about five jobs, and the establishments fronting on Neponset Avenue mentioned in the previous section, which represent a total of approximately 60 jobs.

E. Access to the Site

The Southeast Expressway provides excellent automobile and truck access to the site. An interchange serves the intersection of Morrissey Boulevard, Gallivan Boulevard and Neponset Avenue, at the northwestern edge of the site. Access to the site could be provided through these existing facilities.

Except for a cinder road serving the drive-in and a very rough dirt road serving the City dump, there are no roads providing access within the Hallet Street site. Any development would have to include a complete street system serving the site.

Access to the site by public transportation is presently very poor. One bus line serves the general area, and there is no rapid transit facilitity now operating. The new South Shore line, using the tracks of the Old Colony Line, previously mentioned in this report, will run within one-half mile of the Hallet Street site. Construction delays have postponed the scheduled opening of the new line until early 1971.

Present plans do not call for a stop near the Hallet Street site, but figures in section III-E. of this report indicate that the area contains enough potential riders to justify a stop without development at Hallet Street. The Hallet Street site is at least a half-hour walk from the Ashmont transit station, while a substantial portion of the site would lie within a ten-minute walk of the proposed stop on the South Shore Line. (See Map 8) Any development at the Hallet Street Site would add potential riders to further justify the proposed transit stop. In addition, to be successful, any development at the site which serves a large number of people, as a recreational center or a place of work or residence, must have the convenient access to rapid transit provided by the proposed MBTA stop.

F. Topographical Factors

The site is essentially level, although it slopes gently towards the river, and the surface topography should not present any obstacles to development.

The portion of the site in the northwestern corner appears to be solid land. The rest of the northern section has been filled and then covered with gravel for the use of the Neponset Drive-In theater. Sanitary fill covers the southern section now used as a dump.

G. Engineering Factors

The major engineering problem affecting development on the Hallet Street site concerns the ability of the land to support development. Muddy conditions as far as 200 feet inland from the banks of the river

indicate that sub-soil conditions could be very wet and soft. Borings taken near the present location of the Expressway before its construction indicate a weight-bearing layer of gravel lies 10-12 feet below the surface at the western edge of the site. No boring data are available at the moment for other parts of the site, but engineering reports based on visual inspection indicate that conditions become worse with eastward movement towards the river.

The use of a section of the site as a dump has resulted in a second engineering concern. Garbage in the Hallet Street dump will emit harmless but volatile gases for a number of decades as it degrades. If these gases are not allowed to escape into the air, the build-up of pressure could lead to an explosion on the site. Much of the section of the site currently used as a dump must remain undeveloped for some time, to allow gases to escape through the surface.

Except for the small area fronting on Neponset Avenue, no utilities now serve the site although a double channel 7'9" x 6'2" storm sewer runs through the site. Other utilities will have to be installed on the site as part of any development. The peripheral area to the west of the site is now served by a 4'6" sanitary sewer and high service lines ranging in size from 4" to 16". Whether these peripheral lines could adequately serve the site depends on the type and intensity of development. Engineering reports indicate that a residential development over the entire site would overtax the peripheral system.

H. Condition of Neponset River

According to current MDC conservation and recreational development plans, the Neponset River, where swimming is now forbidden, will be converted to a river where swimming is permitted, over the next five years. The MDC now classifies the Neponset River as a Class C river, which indicates that swimming is forbidden. The MDC has proposed the measures outlined below to convert the Neponset to a Class B river, a classification under which swimming is permitted. No proposals exist to further correct the Neponset to a Class A river, from which drinking water may be obtained.

Mother Brook, a canal dug in the seventeenth century, connects the Charles River and the Neponset River above the Hallet Street site. Efforts to reduce pollution in the Neponset River at Hallet Street must center on two problems. First, industries and communities which pollute the Neponset River between Mother Brook and Hallet Street must be forced to stop such activities. Second, flow from the Charles River through Mother Brook to the Neponset River must be increased, to augment the Neponsets's flow downstream to eliminate backup of polluted salt water from Dorchester Bay. Even if these measures are carried out and succeed in making swimming possible in the Neponset River at the Hallet Street site, aesthetic objections to the extreme turbidity of the River's water, even when clean, might reduce the desirability of the river for swimming.

V. GENERAL GUIDELINES FOR DEVELOPMENT

The analysis of the Hallet Street study area has uncovered no critical community problems. Further, the people of the community have not pressed for any particular use of the Hallet Street site. Finally, because of the isolation of the site, community residents will probably perceive only a tenuous relationship between their neighborhood and any site development. Like any area, the Neponset-Pope's Hill-Cedar Grove community will accept development on the site if possible advantages outweigh potential disadvantages, but, because of the community's condition and the isolation of the site, the good and bad effects of any development may be harder to ascertain.

The large size and vacant nature of the Hallet Street site make it a suitable location to attain any of a number of the City of Boston's objectives. Among opportunities with highest priority are developments which will increase the housing supply, the number of jobs in the City of Boston, and the tax base in the City, or development on this site which will provide a major open space and riverfront recreation facility.

While City and community objectives leave wide latitude for development, analysis of the site indicates that site conditions will put several constraints on any possible development. Four factors in particular must be considered when generating development alternatives. First, muddy and soft sub-soil conditions suggest that any development be confined to tower structures and low-rise non-residential construction.

Second, the volatile nature of the site's southern section, where organic garbage from the dump will continue to degrade after site development, dictates that this southern portion remain undeveloped open space in any alternative. Third, the impact of noise generated by Expressway traffic at the site's western edge and airplanes on the Logan flight path over the site, must be reduced to comfortable levels. Therefore, each of the alternatives includes a structure at the western edge of the site to buffer the rest of the development from Expressway noise, and any development will include accoustical construction to reduce the impact of aircraft noise.

Finally, the Southeast Expressway physically and psychologically isolates the Hallet Street site from the rest of Dorchester. Such a situation makes it difficult to integrate any development on the site into the normal living patterns of the study area. Therefore, amenities on the site will aim to primarily serve residents and workers on the site, although an attempt will be made to attract other community and City residents across the barrier.

VI. DEVELOPMENT ALTERNATIVES

A. Housing-Recreation Alternative: a proposal for a self-contained residential development, with riverfront and open space amenities developed primarily for development residents but with at least partial public access.

1. Housing

This alternative calls for 3,000-3,300 housing units in medium rise (10-12 story) towers on the site. The tower structure indicates that the units would be small; studios, one, and two-bedroom units would predominate. Development would be most intense in the northern section of the site; the percentage of open space would increase in the southern section. The potential market for these units would include households in the $12,000 to $15,000 income range.

2. Recreation

Development would include facilities for both active and passive recreation on the open space in the southern section of the site: ballfields, tennis, swimming, sitting areas, etc. In addition, a marina would be constructed along the riverfront to provide both walking areas along the river and boating facilities.

3. Parking

Approximately 4,000 parking spaces would be required for the residential development. Part of this requirement could be interspersed at grade level throughout the development, but part could also be included in a multi-level facility at the western edge of the site. Such a facility would both reduce space requirements at grade and provide a buffer for the

site against the noise of the expressway. A small parking facility (100-250 spaces) would also be provided near the recreational areas for people who come to the site to use the public recreational facilities.

4. Commercial Space

Development would include commercial services for the site. Such services would be housed on the ground floors of residential towers. Establishments, such as grocery stores, hairdressers, and pharmacies, would primarily serve the residential development. A smaller concentration of restaurants, delicatessens, etc. would serve the recreational facilities.

5. Access

Development would include design and construction of a system of automobile and pedestrian access connecting residential areas, recreational facilities, parking, and the access system outside the site.

The development should generate a minimum of 1,800-2,000 potential rapid transit trips. Added to the trips generated by the people of the study area, this increment indicates that an MBTA stop near the site in the study area could be supported. Therefore, an MBTA stop (see Map 8) is included in the development proposal. Other transit facilities would also be added to serve the site.

6. Utilities

New lines serving the development would be connected to suitable existing lines serving the peripheral area.

7. Evaluation

a. The Elements Within The Site: Assets -- The residential development is large enough to maintain its own identity as a community and to guarantee some day-and-night use of the recreational facilities. In addition, the recreation areas and other amenities make the development more attractive for the market at which the housing units are targeted.

Liabilities -- Public use of recreational facilities which are not primarily designed to attract the public will be necessary to guarantee intensive use of the riverfront and open space areas. The noise from the expressway and the mere physical presence of the barrier might have a blighting effect in spite of the parking garage.

b. Effects on the Neighborhood

Assets -- The recreational facilities of the development orient primarily to the residential complex on the site, but the development will provide some facilities for use of neighborhood people west of the Expressway.

Liabilities -- Even if small units predominate in the housing mix of the development, the 3,000 units of housing proposed would contain enough children to overcrowd the neighborhood elementary schools.

c. Effects on the City

Assets -- The proposed development will increase the housing supply in Boston by building 3,000 units. Further, the development will increase tax revenue by adding taxable improvements to the site.

Liabilities -- The proposal will eliminate for future development a site with other potential uses. The 1965-75 Boston General Plan designated part of the site as a public-oriented recreational area, and the City's Economic Development and Industrial Commission has mentioned the site as an area for potential industrial development.

Further, the large residential development will require increased public services. Such an increase will place a large burden on the City relative to the economic (tax) advantages of the development.

The large residential development in particular will require more school construction to absorb the children to be living on the site.

B. Recreation-Office-Housing Alternative: a proposal to develop the site primarily as a recreational center for the public, and to develop the rest of the site in multiple uses which will guarantee some support of the recreational facilities.

1. Recreation

The alternative would develop the water edge and part of the southern section of the site as a center for leisure, recreation, and entertainment. Uses might include a mixture of:

a. Public Parkland and Walkways

b. Public Swimming Facility

c. Marinas, Fish Piers, and Boat Moorings for public use.

d. Restaurants

e. Pubs and Delicatessens

f. Variety of Shops

g. Cinemas

2. Housing

a. Both as part of the water edge development and as a second development band on the site, 600-900 units of housing might be constructed. Engineering factors indicate that the housing units would be contained in medium-rise towers (10-12 stories). Small units -- studios, one and two-bedrooms -- would predominate. The market for the housing would include small households in the $12,000 to $15,000 income range.

It may be possible, either through rent skewing and/or a leasing arrangement with the Boston Housing Authority, to earmark a percentage of the units for low income senior citizens. If such arrangements can be made for 20% to 25% of the units, 120 to 225 low-income elderly couples can be accommodated in the development.

3. Office Space

A third development band, consisting of approximately two million square feet of medium and high rise office space, depending on demand for office space at this location, can be accommodated on the northern section of the site. Most of these facilities would be contained in medium-rise tower structures. The office space will provide employment for approximately 10,000 persons.

4. Parking Facilities

Parking would be required for users of the residential, office, and recreational facilities. In order to serve the office and housing needs of the complex, 4000 to 4400 parking spaces would be required. The total number of spaces projected is based on requirements set forth in Boston's zoning regulations:

a. 1 car per 800 square feet of office space

b. 1.2 cars per dwelling unit of housing

Part can be interspesed throughout the development, but a major portion of the parking can be included in indoor multi-level parking facilities at the western edge of the site. Such a facility would both reduce space requirements at grade and act as a buffer for the site against the noise of the expressway.

In addition, approximately 500 spaces should be provided to serve people using the recreational facilities.

5. Commercial Facilities

In addition to the facilities proposed as part of the recreational areas, this alternative includes commercial facilities oriented to the housing development, such as grocery stores and pharmacies.

6. Access

The development would include a system of automobile and pedestrian access connecting the parking facilities, the activity centers on the site, and the major components of the access system on the site's periphery.

Several thousand persons will travel to and from this development daily, primarily because of the office development. Such heavy traffic amply justifies a rapid transit stop, since there is no reason to believe that office workers will live nearby. The trips generated by the 15,000 people of the study area increases the need, and so this development proposal calls for a new MBTA stop for the South Shore Line, near the site within the study area. Other public transit service should also be added to serve the traffic resulting from the development.

7. Utilities

The development includes connection of lines to serve the development, to the existing utility lines which serve the area peripheral to the site.

Evaluation

a. The Elements Within the Site

Assets -- The recreational facilities and related amenities increase the attractiveness of both the office and residential complex.

Liabilities -- The noise and heavy traffic caused by public use of the recreational facilities offsets the advantages of the recreational amenities for the residents and workers in the development. Further, 600-900 units of housing will not guarantee intensive use of the recreational facilities throughout the day and night.

b. Effects on the Neighborhood

Assets -- Neighborhood residents will have a recreational facility convenient to their homes.

Liabilities -- If the recreational facilities are attractive enough to draw neighborhood people across the expressway barrier, they will also draw people from outside the neighborhood to the site via the expressway. Such traffic onto the site will stimulate increased auto-oriented "strip" commercial development along Gallivan Boulevard and surrounding thoroughfares. Such a process will lead to the deterioration of a healthy residential area into a commercial maze of neon signs and hamburger stands.

The danger of such development underscores the importance of two planning responses in evaluating this alternative. First, restrictive zoning can be used to prevent "strip" commercial development along streets around the site. Second, this alternative can be evaluated with the understanding that it can include planning for the area stretching to Gallivan Bouldevard west of the site, and long-range plans for such areas as the Port Norfolk section of Neponset. Such an outlook can lead to a development process where the entire area along the Neponset River and

and Dorchester Bay, on both sides of the expressway, can be developed with recreational amenities enhancing other uses, without undesirable commercial blight or residential deterioration.

c. Effects on the City

Assets -- The City will gain 600-900 units of new housing and will realize increased tax revenues from the housing and particularly the office space. They will also gain employment opportunities for approximately 10,000 persons through the office construction. Finally, the potential amenities of the site are so strong that the City as a whole can gain a valuable resource for recreational activity.

Liabilities -- The City faces increased costs in maintaining a large recreational facility. The other liability to the City is primarily the loss of the site as an area for other potential development -- particular as a resource for industrial development or for additional housing units.

C. High School-Office Space Alternative: a proposal for a 5000-pupil high school to serve southeastern Boston, with office space elsewhere on the site and a riverfront marina serving both complexes.

1. High School

This development alternative proposes a 5000-pupil high school, oriented towards the river, in the central section of the site. The school would serve as a "Southeast High School" drawing students from Dorchester and South Boston. The high school would feature low-rise, 3-4 story construction for classrooms and indoor facilities. The southern portion of the site would be developed as approximately 25 acres of playing fields and other open space uses.

2. Office Space

Approximately one million square feet of office space could be constructed in high and medium-rise towers in the northern section of the site. The office space would provide employment for approximately 5000 persons. Amenities for the office workers and visotiors would include riverfront orientation and commercial establishments, such as restaurants and cafeterias, to serve the office facilities.

3. Marina and Recreation

This development alternative would include a riverfront marina with walkways along the shoreline and boating facilities. The facility will serve both the high school and the office uses. In particular, it might provide the high school with an excellent opportunity to institute programs in sailing and crew -- both popular sports in which student participation has been limited becuase of a lack of high school facilities.

However, neither the office use nor the high school will provide full-time use of the marina for recreation. Including cinemas, restaurnats, and other public facilities for evening use in the development will partially overcome such problems of evening desertion as crime, vandalism, and accelerated decay.

4. Parking

The office space and high school require a total of approximately 4000 parking spaces. This alternative includes a multi-level parking facility at the western edge of the site. Such a facility will both reduce the surface area required for parking and act as a buffer for the site against the noise of the expressway. The parking structure will be

designed, by its location within the site, to serve both the high school and the office complex.

5. Access

Development will include design of an automobile and pedestrian access system which separates high school and office uses while connecting both complexes to the marina, parking garage, and major components of the access system outside the site.

In addition with 5000 students and 5000 office workers traveling to the site each day, this alternative generates enought traffic to support an MBTA stop on the new South Shore Line, especially if the traffic of the study area is considered. Therefore, this development alternative includes construction of an MBTA stop on the South Shore Line (See Map 8).

6. Utilities

The development includes utility connections from complexes within the site to suitable lines serving the peripheral area.

Evaluation

a. The High School -- To evaluate any proposal for building a school on this site, the still unknown need for a high school in this general area must be determined. Beyond that, a policy concerning tye type and size of high school which will serve the City in the future. Continuing to rely largely on "community" high schools would make a 5000-pupil high school at Hallet Street illogical; that large a school in the southeast corner of Boston would serve no community. However, shift to a policy of creating a series of "campus" high schools serving larger regions would make the site favorable for a "Southeast" high school for the city. Location would be less central than at some sites, but the large size of the site, the

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recreational and aesthetic advantages of the riverfront location, and the proximity to the University of Massachusetts proposed Campus-by-the-Sea offset this disadvantage of location.

1. Other Development Aspects

(1) Within the Site

Assets -- With the rapid transit stop the site will have good access to the rest of the City by both automobile and public transit, increasing the demand for office space at the location. In addition, the amenities offered by the riverfront marina make the location more desirable.

Liabilities -- The proximity of heavy student traffic might reduce the desirability of the location for many potential renters of office space.

(2) Effects on the City

Assets -- The office development will increase the City's tax base and add 5000 office workers to the City's job pool.

Liabilities -- The City loses the opportunity to use the site for residential, industrial or major recreational development.


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